

## 4.9 Land Use, Housing, and Population

### 4.9.1 Environmental Setting

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#### PHYSICAL SETTING

Covering 4.7 square miles, Belmont is located in San Mateo County on the San Francisco Peninsula, halfway between San Francisco and San Jose. The city is bisected by El Camino Real, Alameda de las Pulgas, and the Caltrain tracks, the peninsula commuter rail line and transportation corridor running in a north-south direction. Ralston Avenue connects the city and the region in an east-west direction from Highway 92/Interstate 280 to Highway 101. Residential uses are mostly concentrated west of El Camino Real, in Belmont's hillsides, while commercial and industrial uses are clustered mostly east of and along El Camino Real.

The area around the intersection of El Camino Real and Ralston Avenue is considered the city's town center. Known as Belmont Village and designated a Priority Development Area<sup>1</sup> (PDA), it has a variety of commercial, office, public, and residential uses. For more detail regarding city structure, see the Physical Setting section, along with Figure 4.1-1, in Section 4.1 of this EIR, "Aesthetics."

#### Citywide Existing Land Use

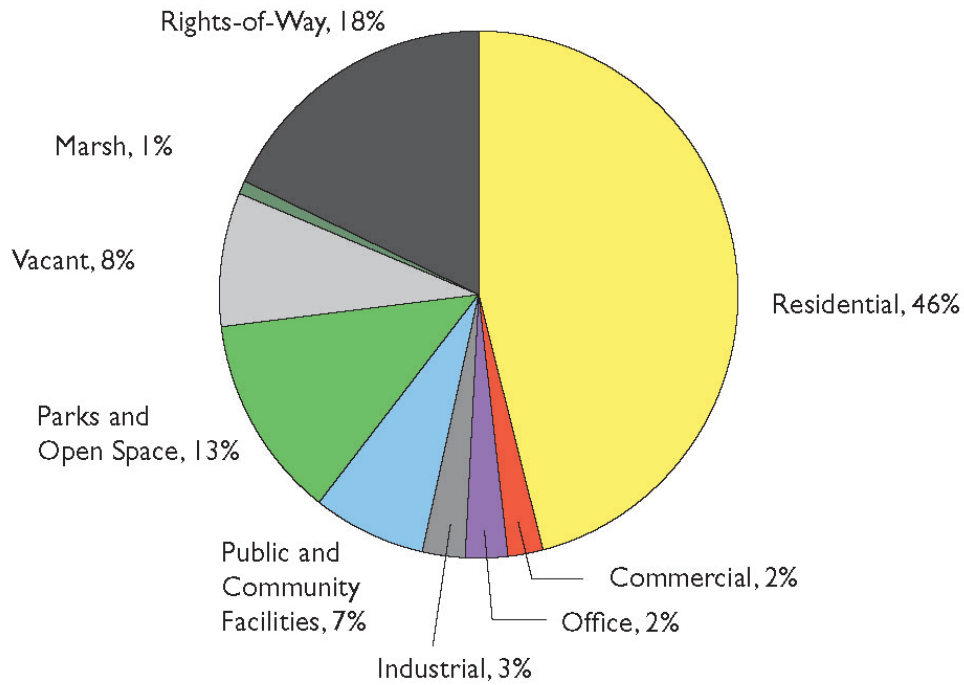
A comprehensive survey of existing land use is necessary to take stock of the Planning Area's existing assets, determine the development capacity of vacant and underutilized sites throughout the buildout of the General Plan, and plan for future urban growth. Existing land uses were identified from field surveys, aerial photography, and City data.

There are approximately 2,955 acres in the current city limits, and an additional 62 acres of land contained within the Planning Area outside of the city limits but within the Sphere of Influence (SOI) in the Harbor Industrial Area. Table 4.9-1 shows the breakdown of existing land uses in the Planning Area, and Figure 4.9-1 shows the existing land uses in a pie chart, including rights-of-way, and Figure 4.9-2 shows the existing residential uses in the Planning Area in a pie chart. Figure 4.9-3 provides a map of existing land uses in the Planning Area.

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<sup>1</sup> PDA is a Metropolitan Transportation Commission and the Association of Bay Area Governments designation for an area with high potential to support new housing and employment near transit. This designation qualifies the City to receive funding to develop an implementation plan for the area, as well as future additional grants for specific projects and public improvements.

**Figure 4.9-1: Existing Land Use Chart – Planning Area**



**Figure 4.9-2: Existing Residential Land Use Chart – Planning Area**

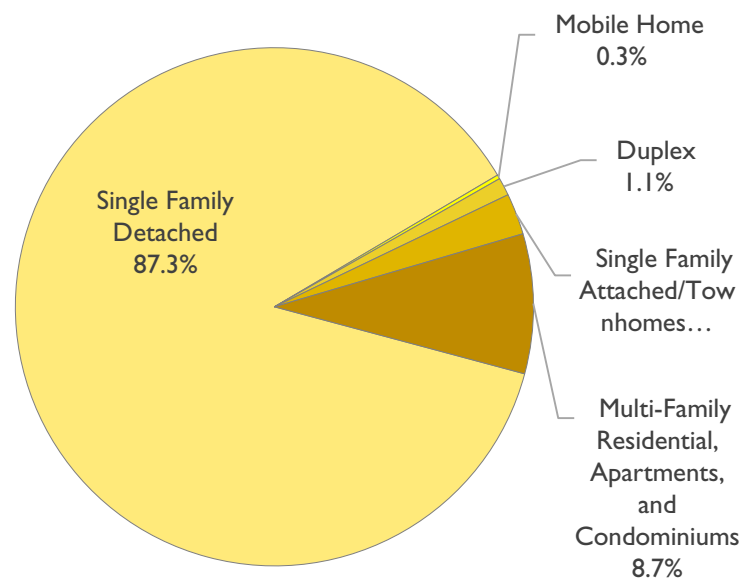
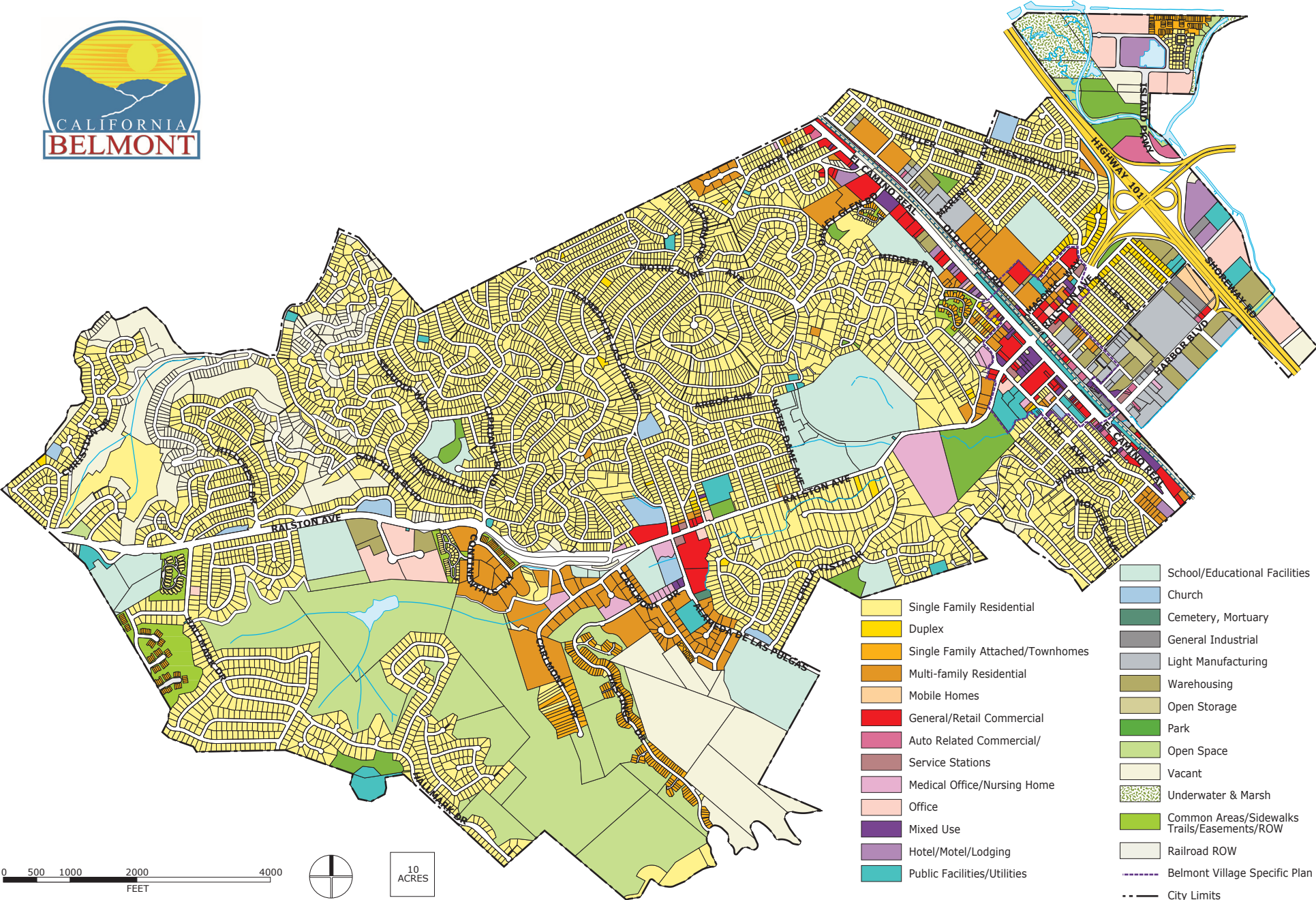


Figure 4.9-3: Existing Land Uses in the Planning Area



**Table 4.9-1: Existing Land Use Distribution in the Planning Area**

Existing Land Use Categories	Existing Land Uses Within City Limits		Existing Land Uses Outside City Limits, in SOI		Total Planning Area	
	Acres	Percentage	Acres	Percentage	Acres	Percentage
<b>Residential</b>	<b>1,384.9</b>	<b>46.9%</b>	<b>3.5</b>	<b>5.6%</b>	<b>1,388.4</b>	<b>46.0%</b>
Single-Family Detached	1,212.70	41.0%	0.0	0.0%	1,212.7	40.2%
Single-Family Attached and Multifamily	172.2	5.8%	3.5	5.6%	175.7	5.8%
Mobile Home	0.0	0.0%	3.5	5.6%	3.5	0.1%
Duplex	15.5	0.5%	0.0	0.0%	15.5	0.5%
Single-Family Attached/Townhomes	35.7	1.2%	0.0	0.0%	35.7	1.2%
Multi-Family Residential, Apartments, and Condominiums	121.0	4.1%	0.0	0.0%	121.0	4.0%
<b>Commercial</b>	<b>64.7</b>	<b>2.2%</b>	<b>1.5</b>	<b>2.3%</b>	<b>66.1</b>	<b>2.2%</b>
Auto-Related Commercial	8.9	0.3%	0.7	1.1%	9.6	0.3%
Hotel, Motel, Lodging	16.8	0.6%	0.0	0.0%	16.8	0.6%
General/Retail Commercial	36.0	1.2%	0.4	0.7%	36.5	1.2%
Service Station	2.3	0.1%	0.4	0.6%	2.6	0.1%
Cemetery, Mortuary	0.7	0.0%	0.0	0.0%	0.7	0.0%
<b>Office</b>	<b>69.9</b>	<b>2.4%</b>	<b>0.3</b>	<b>0.4%</b>	<b>70.1</b>	<b>2.3%</b>
Office	44.6	1.5%	0.0	0.0%	44.6	1.5%
Medical Offices/Nursing Homes	25.2	0.9%	0.3	0.4%	25.5	0.8%
<b>Mixed Uses</b>	<b>9.2</b>	<b>0.3%</b>	<b>0.3</b>	<b>0.4%</b>	<b>9.5</b>	<b>0.3%</b>
<b>Industrial</b>	<b>35.6</b>	<b>1.2%</b>	<b>44.6</b>	<b>72.0%</b>	<b>80.2</b>	<b>2.7%</b>
Light Manufacturing	11.8	0.4%	28.1	45.4%	39.9	1.3%
General Industrial/Warehousing	23.2	0.8%	14.5	23.4%	37.7	1.3%
Open Storage	0.6	0.0%	2.0	3.2%	2.6	0.1%
<b>Public and Community Facilities</b>	<b>212.6</b>	<b>7.2%</b>	<b>0.1</b>	<b>0.2%</b>	<b>212.7</b>	<b>7.0%</b>
Church	17.4	0.6%	0.0	0.0%	17.4	0.6%
School/Educational Facility	159.2	5.4%	0.0	0.0%	159.2	5.3%
Public Facilities/Utilities	36.1	1.2%	0.1	0.2%	36.2	1.2%
<b>Parks and Open Space</b>	<b>377.3</b>	<b>12.8%</b>	<b>0.0</b>	<b>0.0%</b>	<b>377.3</b>	<b>12.5%</b>
Parks & Recreation Facilities	45.8	1.5%	0.0	0.0%	45.8	1.5%
Natural Open Space	307.7	10.4%	0.0	0.0%	307.7	10.2%
Common Areas/Sidewalks/Trails	23.9	0.8%	0.0	0.0%	23.9	0.8%
<b>Vacant<sup>1</sup></b>	<b>248.00</b>	<b>8.4%</b>	<b>0.3</b>	<b>0.5%</b>	<b>248.3</b>	<b>8.2%</b>
<b>Marsh</b>	<b>24.6</b>	<b>0.8%</b>	<b>0.0</b>	<b>0.0%</b>	<b>24.6</b>	<b>0.8%</b>
<b>Rights-of-Way</b>	<b>529.1</b>	<b>17.9%</b>	<b>11.1</b>	<b>17.9%</b>	<b>540.2</b>	<b>17.9%</b>
<b>Total</b>	<b>2,955.8</b>	<b>100.0%</b>	<b>61.5</b>	<b>100.0%</b>	<b>3,017.3</b>	<b>100.0%</b>

Note:

1. Vacant land includes some open space lands.

2. Numbers rounded to the nearest tenth of an acre; totals may not sum precisely due to rounding.

Sources: City of Belmont, 2016; Dyett & Bhatia, 2016.

### **Residential**

Nearly half of the land in the Planning Area (46.0 percent, or 1,388 acres) is dedicated to residential land uses. Single-family homes are the predominant form of development in Belmont, occupying about 41 percent of the Planning Area. Single-family homes are primarily located on the western side of the city (west of El Camino Real), but some are located in the eastern neighborhoods of Sterling Downs and Homeview. Multi-family units and single-family attached homes respectively occupy about 4.0 percent and 1.2 percent of the Planning Area. They are clustered to the south of Ralston Avenue in the western neighborhoods of Hallmark, Western Hills, Carlmont, and Homeview, as well as north of Ralston Avenue in the Central and Sterling Downs neighborhoods. Some duplexes can be found in Belmont, especially in the Sterling Downs and Homeview neighborhoods. A mobile home park of about 3.5 acres is located outside of the city limits in the Harbor Industrial Area near Highway 101.

### **Vacant Sites**

Vacant sites account for 8.2 percent of the land, or about 248 acres, in the Planning Area. They are primarily located west of El Camino Real, though there are a few small vacant sites in east Belmont. Vacant parcels range from small urban infill sites measuring less than one acre to the large vacant site behind Carlmont High School. Many of the vacant parcels, such as those clustered in the San Juan Hills and in the Western Hills, are on steep slopes and pose serious challenges to development. However, some of the parcels may offer potential development opportunities, especially on the eastern side of Belmont.

### **Commercial**

Commercial and retail corridors are located in several key locations in Belmont and together make up approximately 5 percent of the total Planning Area (about 147 acres). The largest concentration of commercial, office, and mixed-use development is located in the area around the Belmont Village PDA and East Belmont, especially along the El Camino Real/Ralston corridor. Uses in this area vary greatly and include general commercial and retail, office, hotel and lodging, and service station designations. The land east of Highway 101 is predominantly occupied by commercial land uses, with office, auto-related commercial, and hotel uses. To the west, general commercial, retail, office, and mixed-use developments are concentrated near the intersection of Ralston Avenue and Alameda de las Pulgas.

### **Industrial**

Industrial uses are developed on 2.7 percent of the land in the Planning Area (about 80 acres) and are concentrated to the east of El Camino Real. The primary location of industrial uses in the Planning Area is outside of the city limits in the Harbor Industrial Area, south of Ralston between El Camino Real and Highway 101. Within the Harbor Industrial Area, industrial uses occupy over 72 percent of the land, with about 46 percent light manufacturing uses, about 23 percent general industrial and warehousing uses, and about 3 percent open storage uses. Inside the city limits, industrial uses are predominantly located along Old County Road or Shoreway Road, and they include light manufacturing, storage, and general industrial and warehousing uses.

### **Sphere of Influence: The Harbor Industrial Area**

Sphere of Influence (SOI) is a term that refers to land outside of a city's jurisdictional boundary, located in unincorporated areas of a county, but which bears relation to an incorporated area and represents its potential future maximum extent. Because of the location and proximity to infrastructure and service areas, an SOI has the potential to be annexed or brought within a City's boundary. The San Mateo Local Agency Formation Commission (LAFCO) has jurisdiction over defining Belmont's SOI and acts on annexations.

The Harbor Industrial Area (HIA) is not within the Belmont city limits but is in the unincorporated area of San Mateo County to the southeast of the city. The HIA is within Belmont's approved SOI. The area is bounded by O'Neill Avenue and the Belmont city limits to north, Old County Road and the Belmont city limits to west; Belmont Creek and City of San Carlos to the south; and Highway 101 to the east. The area includes approximately 62 acres and consists largely of industrial land uses, with some commercial uses and a mobile home park. Of the 62 acres, 45 acres are occupied by industrial uses and 11 acres are the right-of-ways of Harbor Boulevard, O'Neill Avenue, Old County Road, Elmer Street and Industrial Way. The mobile home park is located on 3.5 acres.

### **Belmont Village Specific Plan Area**

The Belmont Village PDA generally encompasses the four quadrants surrounding the Ralston Avenue and El Camino Real intersection. The existing Downtown Specific Plan was adopted in 1990. Since then, several major projects have advanced the goals of the Plan, including the Caltrain grade separation, the relocation of City Hall, the reconstruction of Safeway, and several other development and redevelopment projects. The Village was also identified as an opportunity area in the 2003 Economic Development strategy and is specifically addressed in Belmont's Housing Element, last updated and adopted in May 2015.

The BVSP Area is currently composed of a diverse mix of land uses. The majority of the retail, mixed use, and office uses are located along the Village's main roadway corridors, including Ralston Avenue and El Camino Real. The blocks immediately to the west of El Camino Real, centered around Ralston Avenue, are considered the commercial core of the Village, as they contain the major retail entity in the area—Safeway—as well as a cluster of smaller mixed use and retail commercial uses. There are a number of large and small surface parking lots to serve the commercial uses in this area. On the eastern side of the Caltrain tracks, commercial uses on Ralston Avenue are primarily auto-oriented, such as gas stations or fast food restaurants, as well as a mix of small office and personal/professional services.

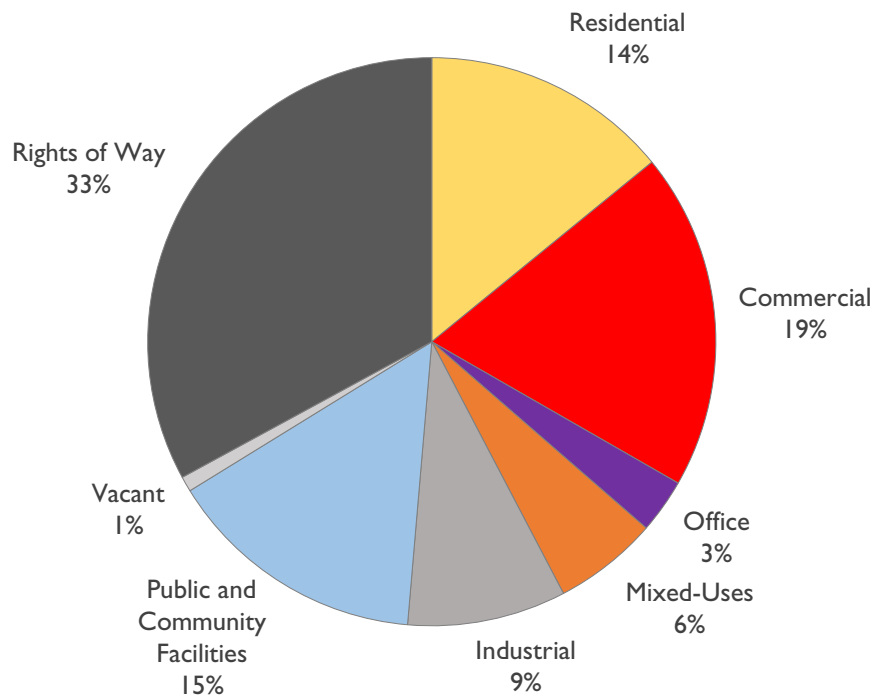
A variety of public and community facilities are located throughout the BVSP Area. Belmont's Civic Center is located to the west of the Village Core with a concentration of important facilities for the Belmont community, including City Hall, the Police Department, the Twin Pines Senior and Community Center, and Twin Pines Park. Near the center of the BVSP Area, between El Camino Real and Old County Road, the Caltrain Station is located on an elevated berm and provides access to the regional commuter rail line service. Caltrain's surface parking lots are located between El Camino Real and the railway right-of-way throughout the length of the BVSP Area. In the eastern portion of the Village are a U.S. Post Office and Belmont Fire Station #14.

Light and general industrial uses are primarily concentrated along Old County Road in the eastern portion of the Village, especially near the unincorporated Harbor Industrial Area, which borders the BVSP Area to the southeast. Many of the Village's industrial uses are auto services and warehouses.

There is a broad mix of residential uses in the BVSP Area. Historic single-family and multi-family residences border the Village Core in the block to the south of Waltermire Street. North of Ralston Avenue and west of El Camino Real, a small cluster of medium-density apartment buildings provides a transition between the commercial uses and a single-family neighborhood that is adjacent to the BVSP Area. Similarly, in the eastern portion of the Village, a concentration of multi-family developments provides a buffer between the commercial and industrial uses and the single-family neighborhoods outside of the BVSP Area.

About two-thirds of the BVSP Area consists of developable land, while about one-third is dedicated to road and rail rights-of-way. Figure 4.9-4 shows the existing land uses of Belmont Village in a pie chart, including rights-of-way, and Figure 4.9-4 provides a map of the existing land uses in Belmont Village. Table 4.9-2 shows the breakdown of existing land uses in Belmont Village.

**Figure 4.9-4: Existing Land Use Chart – BVSP Area**

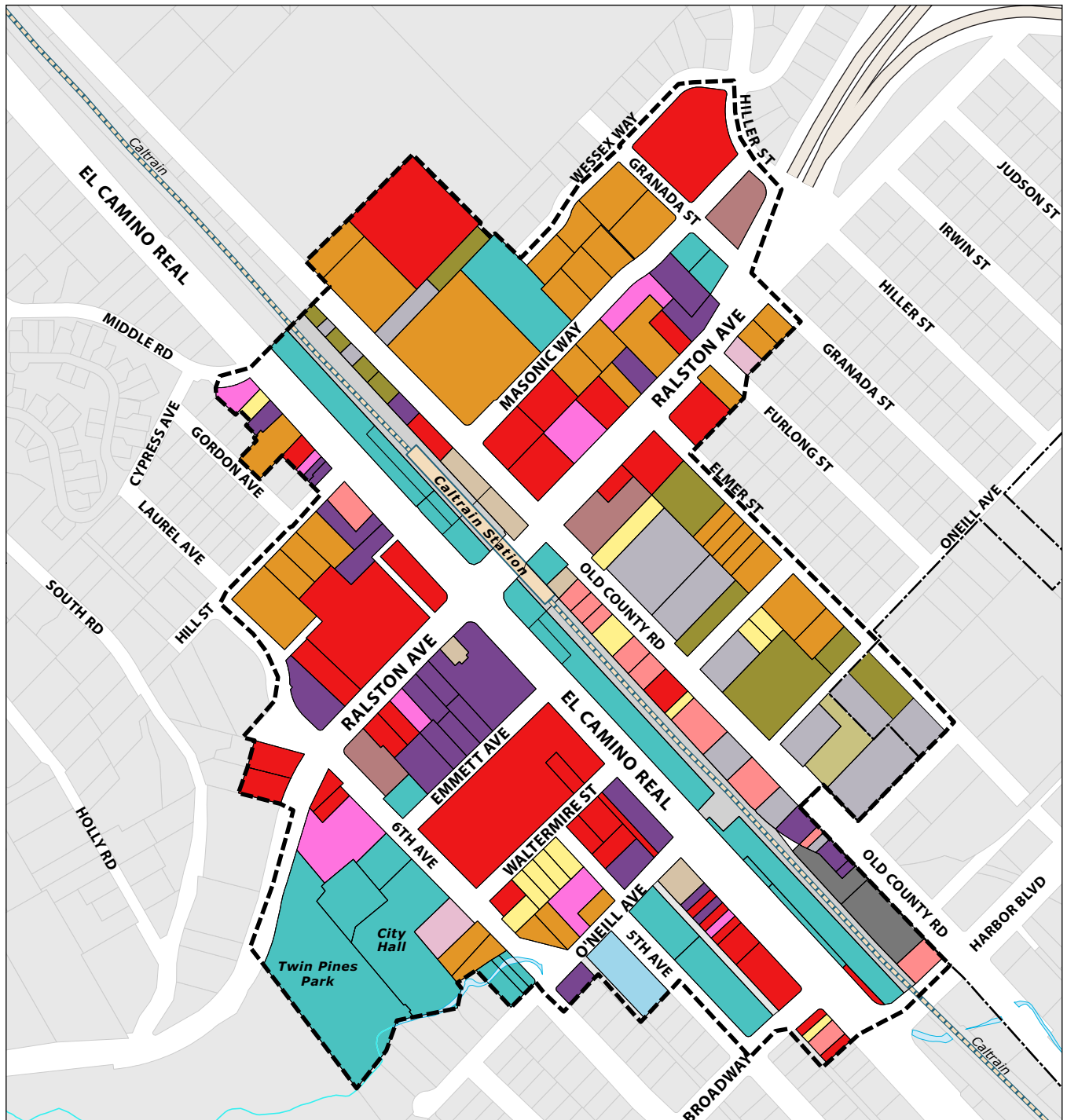


**Table 4.9-2: Existing Land Use Distribution in the BVSP Area**

<i>Existing Land Use Categories</i>	<i>Acres</i>	<i>Percentage</i>
<b>Residential</b>	<b>11.4</b>	<b>14.2%</b>
Single-Family Residential	1.4	1.7%
Multi-Family Residential	10.0	12.4%
<b>Commercial</b>	<b>15.5</b>	<b>19.2%</b>
General/Retail Commercial	12.7	15.8%
Auto Related Commercial	1.5	1.9%
Service Station	1.3	1.6%
<b>Office</b>	<b>2.5</b>	<b>3.1%</b>
Office	2.0	2.5%
Medical Offices/Nursing Homes	0.4	0.6%
<b>Mixed Uses</b>	<b>4.8</b>	<b>5.9%</b>
<b>Industrial</b>	<b>7.3</b>	<b>9.0%</b>
General Industrial	0.8	1.0%
Light Manufacturing	3.5	4.4%
Warehousing	2.5	3.1%
Open Storage	0.5	0.6%
<b>Public and Community Facilities</b>	<b>12.0</b>	<b>14.8%</b>
Public Facilities/Utilities	11.4	14.2%
Church	0.5	0.7%
<b>Vacant</b>	<b>0.7</b>	<b>0.9%</b>
<b>Rights-of-Way</b>	<b>26.6</b>	<b>32.9%</b>
Railroad Right-of-way	3.0	3.8%
Roadway Right-of-way	23.5	29.2%
<b>Total</b>	<b>80.7</b>	<b>100.0%</b>

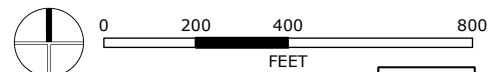


**Figure 4.9-5: Existing Land Use in the BVSP Area**

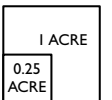


- Single Family Residential
- Multi Family Residential
- General/Retail Commercial
- Auto Related Commercial
- Service Stations
- Medical Office/Nursing Home

- Office
- Mixed Use
- Public Facilities/Utilities
- Church
- General Industrial
- Light Manufacturing



- Warehousing
- Open Storage
- Vacant
- Railroad ROW
- Belmont Village Planning Area
- City of Belmont



Source: City of Belmont, 2014; San Mateo County Assessor's Parcel Database, 2014

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Urban and Regional Planners

## **Demographics**

### **Age**

According to decennial census data and American Community Survey (ACS) estimates, age distribution in Belmont has remained relatively constant from 2000 to 2013, with slight growth in the senior population. In 2000 and 2010, the largest age group was the 35 to 44 years old tier, representing 19.1 percent of the population in 2000, and 16.5 percent in 2010. People aged 45 to 54 years old became the largest age group in Belmont in 2013 by a small margin, accounting for 16.3 percent of the population.

All three subgroups within the senior population (65 to 74, 75 to 84, and over 85 years old) have grown over the last decade. While in 2000, 13.2 percent of Belmont's population was over the age of 65, in 2013, this number had increased to 15.4 percent. This number is likely to keep increasing as the baby boomer generation continues to age, which is an important factor to keep in mind when looking out to the year 2035.

Children and youth (under 19) have remained a large section of Belmont's population, reflecting the appeal of the city's prized public schools and family-oriented environment. In 2013, people under 19 years old accounted for close to a fourth of Belmont's population (23 percent). The youth group that has grown the most proportional to Belmont's total population is teenagers aged from 10 to 14 years old. Belmont's median age has increased from 39 to 41 from 2000 to 2013. Table 4.9-3 shows the distribution of age in Belmont in 2000, 2010, and 2013.

**Table 4.9-3: Age Distribution in Belmont, 2000-2013**

Age (years)	2000		2010		2013	
	People	% of Total	People	% of Total	People	% of Total
Under 5	1,512	6.0%	1,702	6.6%	1,711	6.5%
5 to 9	1,420	5.7%	1,598	6.2%	1,394	5.3%
10 to 14	1,239	4.9%	1,318	5.1%	1,642	6.3%
15 to 19	1,162	4.6%	1,297	5.0%	1,277	4.9%
20 to 24	1,155	4.6%	1,148	4.4%	1,123	4.3%
25 to 34	4,210	16.8%	3,371	13.0%	3,215	12.3%
35 to 44	4,798	19.1%	4,274	16.5%	4,149	15.8%
45 to 54	3,761	15.0%	4,110	15.9%	4,259	16.3%
55 to 59	1,456	5.8%	1,702	6.6%	1,931	7.4%
60 to 64	1,083	4.3%	1,472	5.7%	1,484	5.7%
65 to 74	1,763	7.0%	1,905	7.4%	2,075	7.9%
75 to 84	1,189	4.7%	1,234	4.8%	1,271	4.9%
85+	375	1.5%	704	2.7%	669	2.6%
<b>Total</b>	<b>25,123</b>	<b>100.0%</b>	<b>25,835</b>	<b>100.0%</b>	<b>26,200</b>	<b>100%</b>
Median Age	39		40.9	-	41	-

Sources: US Census, 2000; US Census, 2010; ACS, 2013; Dyett & Bhatia, 2014.

### **Ethnicity**

Belmont's population remains predominantly comprised of whites of non-Hispanic or Latino origin, but has nonetheless become increasingly diverse since 2000. In 2000, non-Hispanic whites made up about 70 percent of Belmont's population. Since then, Belmont's Hispanic or Latino population and Asian population have grown most significantly, now representing 13 percent and 22 percent of the population, respectively. In 2013, Belmont's non-Hispanic white population had dropped to about 57 percent. Belmont also has a growing population of residents who are of two or more races. Table 4.9-4 shows the distribution of ethnicity in Belmont in 2000, 2010, and 2013.

**Table 4.9-4: Ethnicity in Belmont, 2000-2013**

Age (years)	2000		2010		2013	
	People	% of Total	People	% of Total	People	% of Total
Hispanic or Latino (of any race)	2,090	8.3%	2,977	11.5%	3,411	13.0%
Not Hispanic or Latino	23,033	91.7%	22,858	88.5%	22,789	87.0%
White alone	17,696	70.4%	15,831	61.3%	14,918	56.9%
Black or African American alone	389	1.5%	402	1.6%	580	2.2%
American Indian and Alaska Native alone	57	0.2%	44	0.2%	39	0.1%
Asian Alone	3,843	15.3%	5,100	19.7%	5,654	21.6%
Native Hawaiian and Other Pacific Island alone	122	0.5%	180	0.7%	18	0.1%
Some other race alone	95	0.4%	97	0.4%	106	0.4%
Two or more races	831	3.3%	1,204	4.7%	1,474	5.6%
<b>Total Population</b>	<b>25,123</b>	<b>100.0%</b>	<b>25,835</b>	<b>100.0%</b>	<b>26,200</b>	<b>100.0%</b>

Sources: US Census, 2000; US Census, 2010; ACS, 2013; Dyett & Bhatia, 2014.

### Income

Income data shows that Belmont is a generally and increasingly affluent community. The proportion of Belmont households earning over \$200,000 has more than doubled since 2000, becoming the largest income group in 2013 (21.5 percent of households). The percentage of households making \$150,000 to \$199,999 has also increased, while the percentage of households earning \$50,000 to \$149,999 has decreased. The proportion of households earning less than \$34,999 has stayed relatively stable, at about 16 percent. The ratio of households earning between \$35,000 and \$49,999 has most significantly decreased since 2000, dropping to 7.1 percent in 2013. Belmont thus has a shrinking middle class, and a growing high-income level group. The mean household income has increased from \$100,211 in 2000 to \$133,513 in 2013. Table 4.9-5 shows the distribution of income in Belmont in 2000, 2010, and 2013.

**Table 4.9-5: Household Income in Belmont, 2000-2013**

<i>Income</i>	2000		2010		2013	
	<i>Households</i>	<i>% of Total</i>	<i>Households</i>	<i>% of Total</i>	<i>Households</i>	<i>% of Total</i>
Less than \$10,000	343	3.3%	354	3.4%	301	2.9%
\$10,000 to \$14,999	225	2.2%	134	1.3%	213	2.0%
\$15,000 to \$24,999	498	4.8%	502	4.9%	500	4.8%
\$25,000 to \$34,999	699	6.7%	680	6.6%	625	6.0%
\$35,000 to \$49,999	1,313	12.6%	543	5.3%	741	7.1%
\$50,000 to \$74,999	1,767	17.0%	1,537	15.0%	1,415	13.6%
\$75,000 to \$99,999	1,529	14.7%	1,319	12.8%	1,339	12.8%
\$100,000 to \$149,999	2,144	20.6%	2,086	20.3%	1,844	17.7%
\$150,000 to \$199,999	938	9.0%	1,434	14.0%	1,216	11.6%
\$200,000 or more	945	9.1%	1,678	16.3%	2,245	21.5%
<b>Total Households</b>	<b>10,401</b>	<b>100.0%</b>	<b>10,267</b>	<b>100.0%</b>	<b>10,439</b>	<b>100%</b>
Median Household Income (\$)	80,905	-	101,613	-	102,895	-
Mean Household Income (\$)	100,211	-	125,307	-	133,513	-

Source: US Census, 2000; ACS, 2010; ACS, 2013; Dyett & Bhatia, 2014.

### Planning Area Buildout Projections

The term “buildout” refers to the hypothetical situation where all development anticipated by the Proposed Project has occurred. Both the proposed General Plan and the BVSP assume a 20-year planning horizon and anticipate that buildout will occur by 2035. However, the actual timeline and buildout scenario will likely vary, because actual development will be determined by a number of factors, including market conditions, land availability, and property owner interest.

The buildout of the proposed General Plan is based on the capacity for new growth and redevelopment under the various land use designations shown in Figure 3-4 in the Project Description. By 2035, Belmont’s population is projected to increase by about 4,100 residents, 1,500 households, and about 3,300 jobs, as shown in Table 4.9-6. Much of this growth is expected to occur in eastern Belmont, especially in the Belmont Village PDA (see BVSP Area Development Potential, below), while most of the residential neighborhoods will experience less growth and change.

**Table 4.9-6: Estimated Buildout Projections for 2035**

	<i>Population</i>	<i>Households</i>	<i>Jobs</i>
2013	26,400	10,900	10,100
2035	30,500	12,400	13,400

Note: The 2035 buildout projections are the average of the 2035 figures in ABAG's 2013 Projections, which are more conservative, and the 2035 figures interpolated from the County's 2040 travel demand model, which are higher than ABAG 2013 projections and have been updated more recently.

Sources: 2013 figures: C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016. 2035 figures: ABAG Projections, 2013; C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016.

### **Jobs-Housing Balance**

Jobs-housing balance refers to the condition in which a single community offers an equal supply of jobs and housing, which theoretically would reduce the need for people to commute in or out of town for work. In reality, the match of education, skills and interests is not always accommodated within the boundaries of one community. Still, matching the jobs-housing balance to the workforce needs to availability of housing types/prices can potentially reduce commute travel. To measure a community's jobs-housing balance, it is typical to look at employed residents rather than housing units. A jobs to employed residents ratio of 1.0 would indicate parity between jobs and employed residents, although because of regional inter-dependencies, inter-city commuting will still result.

Belmont has been primarily established as a residential community, with smaller commercial and employment centers, and traditionally, many residents have commuted out of the city for work. This is reflected in Belmont's 2013 jobs/employed residents ratio, which is shown in Table 4.9-7, based on data from ABAG's 2013 Projections. In 2013, the ratio of jobs to employed residents was about 0.75, and over the planning period, the number of jobs is expected to increase more than the number of employed residents, so that by 2035 it is projected to increase to 0.92.

**Table 4.9-7: Jobs/Employed Residents Balance**

	<i>2013</i>	<i>2035 Buildout</i>
Jobs	10,100	13,400
Employed Residents	13,400	14,600
Jobs/Employed Residents	0.75	0.92

Note: Figures rounded to the nearest hundred.

Sources: 2013 figures: C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016. 2035 figures: ABAG Projections, 2013; C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016.

### **BVSP Area Development Potential and Plan Buildout**

As part of the planning process for the Specific Plan, a market demand study was prepared in order to determine the potential for housing, retail, and office uses in Belmont. The study evaluated demand for the entire city of Belmont, but with limited land available to accommodate future development in much of the city, much of the demand for new housing, office, and retail will be focused on the concentration of infill development opportunities in the Village. The study

concluded that market potential exists for significant additions of commercial and residential uses in Belmont Village. The Village is well-positioned to capture future market demand for a variety of reasons, including the fundamental strengths of the regional economy, the Village's convenient proximity to major transportation networks (including Caltrain, Highway 101, and the El Camino Real corridor) and the Harbor Industrial Area where the majority of job growth may occur, and pent up demand and anticipated future growth in the region's housing and employment. This market study influenced the land use designations and density and intensity ranges in the Specific Plan.

#### *Buildout Methodology and Assumptions*

To determine the total amount of housing units, non-residential square footage, population, and jobs in Belmont Village in 2035, a buildout analysis was conducted. Using a number of assumptions about the amounts and types of development in each land use designation, the buildout analysis calculated the amount of existing development, development under current projects, the market demand study described above, and net new development, to determine the total amount of development at buildout in 2035. The land use designations proposed in the BVSP are shown in Figure 3-5 in the Project Description. Based on the amount of development, the population and jobs were calculated using assumptions about household size and employee intensity.

#### *Development Potential*

Table 4.9-8 summarizes the net total buildout within the BVSP Area (the sum of existing development, current development projects, and net new development). About 560 new residential units are expected, increasing the total housing units to just under 900; with a population increase of about 1,100 residents, the total population is expected to be about 1,800 in the Village. Nearly 365,000 square feet of new non-residential development is expected by 2035, bringing the total amount of non-residential development in the Village to about 1,044,000 square feet. Growth of about 1,000 new jobs is expected, increasing the total to about 2,350 employees in the area.

**Table 4.9-8: Projected 2035 Buildout in Belmont Village**

	2013	2035	2013-2035 Growth
Total Population	670	1,780	1,110
Total Housing Units	340	890	560
Total Jobs	1,440	2,350	910
Total Non-Residential Square Feet	679,000	1,044,000	364,800

Source: Dyett and Bhatia, 2016.

## **REGULATORY SETTING**

### **State Regulations**

#### ***California Relocation Law, Public Resources Code Section 7260 et seq.***

The California Relocation Law requires the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity. The law requires agencies to prepare a relocation plan, provide relocation payments, and identify substitute housing opportunities for any resident that is to be displaced by a public project.

### **Government Code Sections 65919 to 65919.11**

Government Code Sections 65919 to 65919.11 summarize procedures related to interagency referrals for different types of lead agency actions, including general plan updates. Among other referrals, this part of the Government Code provides a procedure and protocols for requesting counties keep cities informed regarding land use actions within the unincorporated portions of spheres of influences and planning areas.

### **State Planning Law**

State law [California Government Code Section 65300 et seq.] requires each California municipality to prepare a general plan. A general plan is defined as “a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” State requirements call for general plans that “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” While allowing considerable flexibility, State planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the required content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans:

- **The General Plan Must Be Comprehensive.** This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the city determines are relevant to its planning. Second, the general plan must address the full range of issues that affect the city’s physical development.
- **The General Plan Must Be Internally Consistent.** This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies both to figures and diagrams as well as general plan text. It applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- **The General Plan Must Be Long-Range.** Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective.

### **Department of Housing and Community Development**

The State Department of Housing and Community Development (HCD) is responsible for determining the regional housing need for all jurisdictions in California and ensuring the availability of affordable housing for all income groups.

### **LAFCO Municipal Service Review**

State Government Code Sections 56425 and 56430 require that when the Local Agency Formation Commission (LAFCO) updates a Sphere of Influence (SOI), a Municipal Service Review (MSR) must be prepared. The MSR must consider growth and population projections for the affected area;



present and planned presence of public facilities and adequacy of public infrastructure in place to serve the new growth; financial ability of relevant agencies to provide services; accountability of community service needs, including governmental structure and operational efficiencies; and any other matter related to effective and efficient service delivery, as required by LAFCO policy.

### **General Plan Consistency with Airport Land Use Compatibility Plans**

Public Utilities Code Section 21675 requires each airport land use commission to formulate an airport land use compatibility plan. California Government Code Section 65302.3 further requires that general plans be consistent with airport land use compatibility plans. In addition, general plans and applicable specific plans must be amended to reflect amendments to the airport land use compatibility plan. The Airport Land Use Compatibility Plan for the Environs of San Carlos Airport is discussed further below.

### **Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008)**

The Sustainable Communities and Climate Protection Act of 2008, otherwise known as Senate Bill (SB) 375, establishes a process for the California Air Resources Board (CARB) to implement the state's global warming legislation for the transportation sector by requiring CARB to adopt regional greenhouse gas targets for emissions associated with the automobile and light truck sector. SB 375 requires Metropolitan Planning Organizations such as the Metropolitan Transportation Commission (MTC) to develop a Sustainable Communities Strategy (SCS)—a new element of the regional transportation plan (RTP)—to strive to reach these GHG reduction targets.

SB 375 ties the regional housing needs assessment (RHNA) process to the RTP process, requires local governments to rezone their general plans consistent with the updated housing element within three years of adoption, and provides that RHNA allocations must be consistent with the development pattern in the SCS. It moves the RHNA process to an eight-year cycle from the current five-year one. Also, SB 375 provides a California Environmental Quality Act (CEQA) exemption or a streamlined process for housing and mixed-use projects that meet specified criteria, such as proximity to transit.

### **Local Regulations**

#### **Association of Bay Area Governments (ABAG)**

Through its role as the Bay Area's council of governments, ABAG has been designated by the State and federal governments as the official comprehensive planning agency for the Bay Area. ABAG reviews projects of regional significance for consistency with regional plans and is also responsible for preparation of the RHNA, pursuant to California Government Code Section 65584(a). ABAG's locally adopted RHNA and the San Francisco Bay Area Housing Needs Plan, provide a policy guide for planning the region's housing, economic development, environmental quality, transportation, recreation, and health and safety.

#### **Plan Bay Area**

The MTC, Bay Area Air Quality Management District, ABAG, and Bay Conservation and Development Commission adopted "Plan Bay Area" in July 2013. Plan Bay Area is an integrated long-range land-use/housing plan and transportation plan and demographic and economic

forecast for the nine-county region of the San Francisco Bay Area. Plan Bay Area functions as both the SCS and RTP for the region, and coordinates land use and transportation in order to reduce greenhouse gases emissions for cars and light-duty trucks for the region through the year 2040.

To achieve greenhouse gas emissions reductions, Plan Bay Area promotes compact, mixed-use commercial and residential development walkable and bikable and close to public transit, jobs, schools, shopping, parks, recreation, and other amenities. Plan Bay Area provides a strategy for meeting 80 percent of the region's future housing needs in Priority Development Areas (PDAs), which are locally-identified infill development opportunity areas.

### ***San Mateo County Local Agency Formation Commission***

Under State law, each county must have a Local Agency Formation Commission (LAFCO), which is the agency that has the responsibility to create orderly local government boundaries, with the goals of encouraging the orderly formation of local governmental agencies and the preservation of open space lands, and discouraging urban sprawl. While the commission in San Mateo County has no direct land use power, its actions determine which local government will be responsible for planning new areas. Additionally, the commission addresses a wide range of boundary actions, including the creation of a county-wide sphere of influence, adjustments to boundaries of special districts, annexations, and incorporations of cities.

### ***Inclusionary Housing Ordinance***

The City of Belmont participated in a San Mateo County-wide housing impact nexus study to examine the impacts that market rate development has on the need for affordable housing. Since that study was complete, the City has completed a financial feasibility analysis to determine potential impact fee amounts for residential and commercial development. On January 10, 2017, the City Council adopted an Inclusionary Housing Ordinance. The Ordinance includes both commercial and residential linkage fees, fees on commercial and market-rate residential development that are used solely to help build affordable housing for lower-income residents, based on the findings from the County-wide housing impact nexus study and the financial feasibility analysis for Belmont. It also establishes an inclusionary housing requirement for new for-sale housing. Projects resulting in five or less units have the option to pay in-lieu fees, while projects resulting in more than five units must build affordable units on-site. Ultimately, the fees from the Inclusionary Housing Ordinance will provide financial resources to assist in development of affordable housing units. The Inclusionary Housing Ordinance is an important implementation component of the housing program in the 2015 Housing Element.

### ***San Mateo County General Plan***

Adopted in 1986, the San Mateo County General Plan guides physical development in the unincorporated areas of the county by establishing a boundary which designates urban and rural areas and prescribing appropriate urban and rural land uses and densities. The County General Plan also includes countywide goals for social and economic well-being, livable communities, and responsible resource management and conservation. Chapter 7 General Land Use, Chapter 8 Urban Land Use, and Chapter 9 Rural Land Use guide development patterns for residential, commercial, industrial and other land uses. Until such time as the unincorporated HIA (the area in Belmont's Sphere of Influence) is annexed, this area is subject to the San Mateo County General Plan and Zoning Regulations.

### **San Mateo County Zoning Regulations**

San Mateo County published its first Zoning Ordinance in 1933, and the Zoning Regulations were last updated in December 2015. Until such time as the unincorporated HIA (the area in Belmont's Sphere of Influence) is annexed, this area is subject to the San Mateo County General Plan and Zoning Regulations. The Regulations specifies land uses, densities, and intensities for various zoning districts, each with its own chapter.

### **City of Belmont General Plan**

The 1982 Belmont General Plan contains the seven State-mandated Elements; the Land Use and Open Space Element are combined as one. The Housing Element is one of the seven required elements of the General Plan. However, per State law, the Housing Element must be updated more frequently than the rest of the General Plan, and it must meet a variety of statutory requirements. The City of Belmont updated its Housing Element for the 2015-2023 planning period, like all other cities and counties in the Bay Area, so it will not be updated as part of the 2016 Belmont General Plan Update. The 1982 Plan identifies policies for each subject area, and recommends "action programs" to be undertaken to achieve these policies.

The Land Use-Open Space Element includes policies that guide land use toward minimizing hazards, maintaining neighborhood character, enhancing circulation and access to various services, and meeting communities' needs. The Belmont General Plan Update (part of the Proposed Project) would replace the City's current General Plan.

### **Downtown Specific Plan**

The Belmont Village PDA is currently the primary development focus area of the city. Since the adoption of the Downtown Specific Plan in 1990, the City has accomplished some redevelopment on the key target sites in downtown, including the Safeway. The City has also acquired multiple parcels that can be consolidated and redeveloped in the future—several of these sites must be developed with low to moderate income housing, as they were assets of the City's Redevelopment Agency. The BVSP includes more detailed implementation strategies and would replace the current Downtown Specific Plan.

### **Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport**

The Airport Land Use Compatibility Plan (ALUCP) is intended to promote compatibility between airports and the land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns. The ALUCP for the San Carlos Airport provides for the orderly growth of the airport and the area surrounding the airport and safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. See Section 4.7 of this EIR, "Hazards and Hazardous Materials," for more information about the ALUCP for the San Carlos Airport.

### **City of Belmont Development Codes**

The following ordinances relate to development in Belmont.

#### ***City of Belmont Zoning Ordinance***

This ordinance implements the General Plan by regulating the distribution and intensity of land uses. Regulations establish development standards, including minimum site area for development; building height and setback limits; and parking requirements. In the event of an inconsistency between the Zoning Ordinance and the General Plan, the General Plan shall prevail.

#### ***Subdivision Ordinance (Ordinance No. 530)***

The City of Belmont adopted its subdivision ordinance in 2001, establishing procedures to regulate the division of land. The subdivision ordinance establishes procedures necessary for the implementation of the Vesting Tentative Map Statute (Government Code Section 66498.1). Both the General Plan and the Belmont Subdivision Ordinance govern the design of the subdivision, the size of its lots, and the types of improvements that will be required as conditions of approval.

#### ***Planning Ordinance (Belmont Municipal Code, Chapter 17)***

The planning ordinance applies only to residential development, supplementing the subdivision ordinance with regulation of development rights; development impact fees; and parkland dedication requirements and in-lieu fees. To seek development rights, a vesting tentative map in accordance with the planning ordinance may be filed instead of a tentative map or a tentative parcel map as required by the Subdivision Ordinance.

#### ***Building Ordinance (Belmont Municipal Code, Chapter 7)***

All existing buildings and new residential, commercial and industrial development in the city of Belmont must conform to the provisions of the Belmont Building Ordinance. The Building Ordinance includes the Belmont Building Code as well as sections on the Administrative Code, Property Development Standards, Unsafe Buildings, Safety Assessment Placards, Structures of Historic or Aesthetic Value, Building Numbering, Floodplain Management Regulations, Enforcement, Property Maintenance and Abatement of Property Nuisances, Seismic Hazard Identification and Mitigation Program for Unreinforced Masonry Buildings, Graffiti Control, Time Limits for Completion of Construction, and Building and Green Building Requirements.

## **4.9.2 Impact Analysis**

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### **SIGNIFICANCE CRITERIA**

A significant land use impact would occur with full implementation of the proposed General Plan if it would do one or more of the following:

**Criterion 1:** Physically divide an established community;

**Criterion 2:** Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;

- Criterion 3:** Conflict with any applicable habitat conservation plan or natural community conservation plan;
- Criterion 4:** Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Criterion 5:** Displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere.

## **METHODOLOGY AND ASSUMPTIONS**

This Program EIR analysis considered current and Proposed Project policies and goals, existing and proposed land use conditions within the Planning Area, and applicable regulations and guidelines.

The impact analysis considered the full buildout of the Proposed Project. Although the proposed General Plan and BVSP horizon is the year 2035, neither plan is intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be used in such a way within the next 20 years.

With much of the city currently “built out,” or developed, and the preservation of open space a priority, undeveloped land available for development is limited in Belmont. Most of the vacant and underutilized sites in the Planning Area tend to be clustered in the eastern half of the city, especially in the Belmont Village PDA, along El Camino Real, and east of Highway 101. These areas, along with Carlmont Village, Davis Drive, and the HIA, will be the primary locations for growth as a result of implementation of the Proposed Project.

## **SUMMARY OF IMPACTS**

The Proposed Project does not physically divide any established community. Rather, by allowing for compact and concentrated development in already-urbanized neighborhoods, increasing opportunities for housing and economic development, and improving linkages, the Proposed Project provides improved connections to and continuity with surrounding neighborhoods.

Following adoption of the Proposed Project, City zoning and subdivision ordinances, specific plans, development approvals, public works projects, and open space implementation programs will be amended to ensure consistency with the Proposed Project. The Proposed Project does not contain policies that conflict with the San Mateo County General Plan.

The Proposed Project will increase the number of housing units as well as non-residential square footage, and subsequently jobs, within the city. Redevelopment of existing uses may occur; however, such development will take place over time as the market allows. Overall, the Proposed Project’s full buildout would result in 1,500 new dwelling units, primarily through infill development and redevelopment in already-developed commercial areas in the city. The Proposed Project aims to increase the number of housing units in Belmont to provide housing opportunities for residents of all income levels.

## **IMPACTS AND MITIGATION MEASURES**

### **Impact**

#### **4.9-1 Implementation of the Proposed Project would not physically divide an established community. (*Less than Significant*)**

##### *Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan*

The type of linear project most likely to have the effect of physically dividing an established community would be a major new road, highway, or similar infrastructure, none of which are proposed as a part of the Proposed Project. While the proposed General Plan does include improvements to existing roadways and similar infrastructure, these improvements would not introduce new physical divisions that would disrupt an established community. See Section 4.12 of this EIR, “Transportation,” for further detail.

The proposed General Plan and Phase I Zoning include new land use designations and zoning districts that accommodate more diverse housing types, densities, and commercial developments. With these new land use designations and zoning districts, the General Plan and Phase I Zoning provide for concentrated and compact development primarily in already-developed areas. Policy 2.3-4 focuses new development in or directly adjacent to already-developed areas, and Policies 2.5-5 and 2.8-1 encourage infill development. By directing new growth into portions of the City that are already developed, established communities within the Planning Area will not be physically divided by the proposed Project. Moreover, Policies 3.1-3, 3.1-4, and 3.5-13 provide more linkages and enhanced connectivity through new and improved transportation infrastructure within and between those areas. These transportation policies aim to improve multi-modal accessibility and connectivity throughout the Planning Area, and Policy 2.1-2 requires the coordination of land use and transportation planning to further reduce the potential for new development to divide existing communities. The General Plan and Phase I Zoning do not allow for development of new neighborhoods distant or divided from established communities, and its focus on infill development could help integrate existing neighborhoods.

Consistent with the proposed General Plan and Phase I Zoning, Measure TL1 in the CAP calls for prioritizing infill growth and transportation oriented development, which will be subject to the General Plan policies that foster community integration discussed above.

Given that the Proposed Project will not divide an established community and the policies and regulations in the General Plan, Phase I Zoning, and CAP, the impact of the General Plan, Phase I Zoning, and CAP is less than significant.

##### *Impact of Belmont Village Specific Plan and Village Zoning*

The General Plan Policies discussed above apply within the BVSP Area, which would reduce the potential impact within the BVSP Area. BVSP Policy 3.2-26 requires improved connectivity between the Village Core and the Caltrain Station by creating a new crossing on El Camino Real for bicyclists and pedestrians. Specifically, by creating new connections across El Camino Real, the BVSP would eliminate a potential physical barrier for people using active transportation;

accordingly, these BVSP policies, and other strategies in the BVSP's Mobility chapter, will help improve connectivity.

As a result of implementation of the policies and regulations of the proposed General Plan, Phase I Zoning, CAP, and BVSP, as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

***Proposed General Plan Policies that Would Reduce the Impact***

***Land Use Element***

- 2.1-2 Coordinate land use and transportation planning to ensure that land use patterns and intensities can be supported by and are accessible to the transportation network, including pedestrian and bicycle facilities.
- 2.3-4 Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and infrastructure.
- 2.5-5 In accordance with the Belmont Village Specific Plan, provide incentives for infill development and redevelopment and adaptive reuse and restoration of existing buildings where appropriate in Belmont Village.
- 2.8-1 Enable infill properties to develop with uses and development intensities supporting a cohesive development pattern.

***Circulation Element***

- 3.1-3 Understand the unique needs for connectivity between neighborhoods and implement various strategies to promote Complete Streets in and between all neighborhoods.
- 3.1-4 Provide a transportation system that is well-connected within the city and to areas outside the city.
- 3.5-13 Support additional pedestrian and bicycle crossings across the railroad tracks in Belmont to enhance connectivity.

***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact***

***Mobility Chapter***

- 3.1-3 Understand the unique needs for connectivity between neighborhoods and implement various strategies to promote Complete Streets in and between all neighborhoods.
- 3.2-26 Enhance connectivity between the Village Core and the Caltrain Station by providing a new crossing for bicyclists and pedestrians on El Camino Real at Hill Street. The intersection crossing should consider, but is not limited to, the following improvements:
  - A pedestrian hybrid beacon or full signal to achieve safe and effective connectivity;
  - Curb extensions and median refuge islands to shorten the crossing distance and provide waiting space while crossing;

- Removal of evergreen trees in the existing median to the extent necessary to accommodate the refuge island and improve visibility;
- Accommodation of two-way bicycle travel with a crossbike and/or clear signage; and,
- Additional wayfinding and branding to direct travels from the designated crossing location to destinations on either side.

***Proposed Climate Action Plan Measures that Would Reduce the Impact***

TL1            Establish a Smart Growth Policy that prioritizes infill, higher density, transportation oriented and mixed-use development.

***Mitigation Measures***

None required.

***Impact***

**4.9-2    Implementation of the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (*Less than Significant*)**

***Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan***

Since the Proposed Project would update policies and land use designations for future development, by its nature it is at times inconsistent with existing regulations. The current Zoning Ordinance and proposed Phase I Zoning translate the General Plan's policies into specific use regulations, development standards, and performance criteria that will govern development on individual properties, and the Zoning Map provides more detail that supplements the General Plan diagrams. Other regulations will need to be updated to effectively implement the Proposed Project. Adopted policies, specific plans, programs, and other implementing tools will be amended over time to conform to the Proposed Project and effectively implement the new policies of the proposed General Plan, Phase I Zoning, and CAP. The City's Planning Department has primary responsibility for administering the laws, regulations and requirements that pertain to the physical development of the city.

Amendments may also be needed from time to time to conform to State or federal law passed since adoption of the Proposed Project, and to eliminate or modify policies that may become obsolete or unrealistic due to changed conditions.

The General Plan and Phase I Zoning do not contain policies that conflict with the San Mateo County General Plan. The Planning Area includes the City's LAFCO-approved SOI. The proposed General Plan includes Policies 2.21-1 through 2.21-3 promoting annexation of the HIA. If annexed, the HIA would be under the jurisdiction of City regulations. Until such time as the SOI is annexed, it remains under the jurisdiction of San Mateo County, which is consistent with the County General Plan.



The General Plan includes policies that encourage more mixed-use and compact development, pedestrian- and bicycle-friendly streets, and development in the Belmont Village PDA. These policies are consistent with the goals of Plan Bay Area. While the various regional agencies (the Association of Bay Area Governments—ABAG—and the Metropolitan Transportation Commission—MTC) do not have jurisdiction over the City of Belmont, consistency with Plan Bay Area (which is the Bay Area’s Regional Transportation Plan/Sustainable Communities Strategy) helps ensure that local planning in Belmont is consistent with regional objectives for coordinated land use and multimodal transportation planning and greenhouse gas reduction. Additionally, Measure TL1 in the CAP calls for higher density, mixed-use development, and Measure TL2 supports bike lanes and other transportation measures consistent with the goals of Plan Bay Area.

In addition, policies listed below speak specifically to coordination and consistency with existing plans and regulations for the purpose of avoiding or mitigating potential environmental effects. Policies 2.1-1, 2.12-1, 2.14-2, and 4.1-4 require consistency between the General Plan and the Zoning Ordinance. Policies 2.10-1, 2.12-2, 2.14-1, 4.2-1, 4.4-3, 4.4-5, and 4.5-4 ensure consistency between the General Plan; the Parks, Recreation, and Open Space Master Plan; and the West Hills and San Juan Hills Area Plans. Policies 5.5-3, 5.10-6, 6.2-7, 6.2-8, 6.2-9, and 6.3-3 require the City to comply with regional, state, and federal agencies and regulations, including the Bay Area Clean Air Plan, Municipal Regional Stormwater Permits, and FEMA. Policies 6.1-1, 6.1-4, and 6.10-1 require compliance with existing safety codes and the Belmont Municipal Code.

As a result of implementation of the policies and regulations of the proposed General Plan, Phase I Zoning, and CAP, the impact of the General Plan, Phase I Zoning, and CAP would be less than significant.

#### ***Impact of Belmont Village Specific Plan and Village Zoning***

The General Plan Policies discussed above apply within the BVSP Area, and the BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact.

As a result of implementation of the policies and regulations of the proposed General Plan, Phase I Zoning, and CAP, as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

#### ***Proposed General Plan Policies that Would Reduce the Impact***

##### ***Land Use Element***

- |        |   |
|--------|---|
| 2.1-1  | Maintain consistency between the General Plan and the <i>Zoning Ordinance</i> and Zoning Map.   |
| 2.10-1 | Use the Parks, Recreation, and Open Space Master Plan to plan for future public facility and programming needs.   |
| 2.12-1 | Designate parks and open space in the <i>Zoning Ordinance</i> using appropriate zoning classifications, which should be consistent with the General Plan land use designations “Public/Community” and “Open Space.” Park zones should include recreational uses |

along with associated structures and infrastructure, and open space should include more passive uses.

- 2.12-2 Use the Parks, Recreation, and Open Space Master Plan to determine the vision, goals, and strategies for maintaining and improving Belmont's parks and open space system.
- 2.14-1 Update the Western Hills and San Juan Hills Area Plans.
- 2.14-2 Simplify and make consistent the land use and zoning designations for parks, open space, and hillsides.
- 2.21-1 Collaborate with San Mateo County to draft a mutually agreeable annexation agreement for the HIA.
- 2.21-2 Expand opportunities for HIA property owners and businesses through application of land use designations for the area that would allow commercial, light industrial, retail, hotel, and research and development uses throughout, as well as high density residential uses in HIA-1 only.
- 2.21-3 Support infrastructure improvements and efforts to improve flood control in the HIA.

#### ***Parks, Recreation, and Open Space Element***

- 4.1-4 Create different zoning classifications for parks and open space in the *Zoning Ordinance*. Park zones should include recreational uses along with associated structures, and infrastructure and open space should include more passive uses. The new designations should be consistent with the General Plan land use designations "Open Space" and "Public/Community Facilities."
- 4.2-1 Review and update the types, amounts, and locations of community and recreation facilities as part of the Parks, Recreation, and Open Space Master Plan.
- 4.4-3 Consistent with the San Juan Hills and Western Hills area plans, cluster development in the hillside areas of western Belmont in order to maintain contiguous habitat areas, minimize grading, and limit exposure to steep slopes and other sensitive areas.
- 4.4-5 Use the Parks, Recreation, and Open Space Master Plan to establish priorities for the protection, enhancement, and improvement of open space lands and trails for recreation purposes.
- 4.5-4 Seek to preserve the existing open space areas in the San Juan Hills and Western Hills, consistent with the Area Plans, especially on steep hillsides and sensitive habitat areas.

#### ***Conservation Element***

- 5.5-3 Require development projects to incorporate structural and non-structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads, in accordance with the NPDES permit guidelines.
- 5.10-6 Ensure compliance with the most current Bay Area Clean Air Plan by implementing the Plan's recommended Transportation Control Measures (TCMs).

#### ***Safety Element***

- 6.1-1 Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety codes and requirements associated with seismic

activity. Require public and private development to be located, designed, and constructed to minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster.

- 6.1-4 Continue to require geotechnical site analysis for proposed development on sites as specified in the Municipal Code, prior to allowing site development.
- 6.2-7 Comply with Federal Emergency Management Agency (FEMA) requirements to identify flood hazard areas and control development within these areas in order for residents to qualify for federal flood insurance.
- 6.2-8 Periodically review maps prepared by FEMA and the State Department of Water Resources to identify changes in mapping of areas subject to flooding and amend the General Plan or Municipal Code as warranted.
- 6.3-3 Require project applicants of potentially contaminated sites to have the site inspected by a registered Environmental Assessor. Reports detailing the results must be submitted for City review, and level of remediation and cleanup must be in compliance with federal and State standards.
- 6.10-1 Ensure that new roadways are developed in accordance with standards the Municipal Code. In all new development, require adequate access to be provided for emergency vehicles, including adequate widths, turning radii, hard standing areas, and vertical clearance.

***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact***

There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area.

***Proposed Climate Action Plan Measures that Would Reduce the Impact***

- TL2 Remake urban landscaping to ensure Complete Streets, with bike lanes, bike parking, traffic calming, beautification, etc. Continue to support Paper Trails and Safe Routes to School to encourage walking.

Measure TL1, as listed under Impact 4.9-1 above.

***Mitigation Measures***

None required.

***Impact***

**4.9-3 Implementation of the Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. (No Impact)**

***Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan***

As noted under Impact 4.3-6 in Section 4.3 of this EIR, “Biological Resources,” there are no adopted Habitat Conservation Plans that include land within the Planning Area. Moreover, there are no Natural Community Conservation Plans at the county level that include land within the Planning Area and no Priority Conservation Areas identified in Plan Bay Area that would be impacted.

Therefore, future development under the proposed General Plan and Phase I Zoning would not conflict with provisions of these conservation plans. In addition, implementation of the General Plan policies listed under Impacts 4.3-1 through 4.3-5 in Section 4.3 would help to protect biological resources on a large scale. Therefore, the Proposed Project would result in no impact to any habitat conservation plan or natural community conservation plan.

The CAP does not have elements that are distinct from the overall Proposed Project as it relates to this impact.

#### *Impact of Belmont Village Specific Plan and Village Zoning*

The BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact.

#### **Mitigation Measures**

None required.

#### **Impact**

#### **4.9-4 Implementation of the Proposed Project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (Less than Significant)**

#### *Impact of Proposed General Plan, Phase I Zoning, Climate Action Plan*

As shown in Table 4.9-3 in the Physical Setting section, implementation of the proposed General Plan and Phase I Zoning is estimated to support population growth based on ABAG and C/CAG projections: approximately 4,100 people by 2035. With a population of 26,400 during base year 2013, this amounts to an annual growth rate of 0.66 percent. This population growth is small compared to the ABAG-projected population growth between 2015 and 2035 for the region of 1,427,000 people, which amounts to an annual growth of 0.88 percent, notably more than the growth rate in the Planning Area.<sup>2</sup> New homes and businesses developed in the Planning Area as a result of the General Plan and Phase I Zoning would intend to accommodate growth in Belmont that is commensurate with the city's size, growth rate, and place in the region. Furthermore, development will occur incrementally over time, not immediately after adoption of the General Plan and Phase I Zoning in anticipation of the growth, preventing development from inducing growth greater than that projected.

The General Plan and Phase I Zoning promote a diversified economic base and seek to capitalize on the Planning Area's location and access to Highways 101 and 92 and Caltrain. The General Plan and Phase I Zoning provide sites in a variety of infill locations to attract new commercial and office uses, which in turn will provide jobs. To support population growth, the City would increase employment opportunities and expand its employment base. It is anticipated that the number of

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<sup>2</sup> ABAG. Forecasts and Projects. Available at <http://abag.ca.gov/planning/research/forecasts.html>. Accessed on November 9, 2016.

jobs in the Planning Area would increase to 13,400 jobs by 2035 and result in an overall jobs-housing index of 0.92, up from 0.75 in 2013, as shown in Table 4.9-7 in the Physical Setting section. This increase would help Belmont reach closer parity between jobs and housing, ensuring that growth in the Planning Area results in a more efficient land use and transportation pattern.

Additionally, the General Plan and Measure TL2 in the CAP proposes making streets more efficient for transit, bicycles, and walking rather than extending roads or adding lanes.

General Plan Policy 2.9-1 ensures that infrastructure would be built as growth occurs, rather than provided prematurely or in excess of reasonably expected growth projections. Furthermore, the Policy 2.8-1 encourages infill development that would avoid unplanned development that could be induced through infrastructure expansions into new growth areas. This reduces the potential for unplanned, induced growth.

As a result of implementation of the proposed General Plan policies and Phase I Zoning regulations, the General Plan, Phase I Zoning, and CAP result in a less than significant impact.

#### ***Impact of Belmont Village Specific Plan and Village Zoning***

The General Plan Policies discussed above apply within the BVSP Area, and the BVSP and the associated zoning regulations do not have elements that are distinct from the overall Proposed Project as it relates to this impact, except for BVSP policies that further reduce potential impact. BVSP Policy 3.1.-2 supports Complete Streets improvements to accommodate growth and land use changes in the Belmont Village.

As a result of implementation of the policies of the proposed General Plan, as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

#### ***Proposed General Plan Policies that Would Reduce the Impact***

##### ***Land Use Element***

- 2.8-1 Enable infill properties to develop with uses and development intensities supporting a cohesive development pattern.
- 2.9-1 Allow sufficient density and intensity to enable new development to support all required infrastructure, community facilities, and open space.

#### ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact***

##### ***Mobility Chapter***

- 3.1-2 Pursue Complete Streets transportation infrastructure improvements needed to accommodate growth and land use changes proposed in Belmont Village.

#### ***Proposed Climate Action Plan Measures that Would Reduce the Impact***

Measure TL2, as listed under Impact 4.9-2.

#### ***Mitigation Measures***

None required.

## **Impact**

### **4.9-5 Implementation of the Proposed Project would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. (*Less than Significant*)**

#### *Impact of Proposed General Plan, Phase I Zoning, and Climate Action Plan*

The majority of developed land in the Planning Area is comprised of residential uses, which are not anticipated to undergo significant land use changes under the Proposed Project. The proposed General Plan and Phase I Zoning focus infill development opportunities in vacant and underutilized areas in Belmont. Furthermore, the General Plan and Phase I Zoning increases the capacity for the overall number of dwelling units (1,500 new dwelling units), Policy 2.3-1 encourages the provision of lower- and moderate-income housing, and Policy 2.17-3 requires the City to prioritize support for affordable housing, reducing the possibility of displacement by expanding housing opportunities at all income levels. The proposed General Plan also aims to retain existing businesses. Policy 2.18-1 supports local businesses, while Policy 2.18-2 helps to establish relationships with the business community and other stakeholders.

The CAP does not have elements that are distinct from the overall Proposed Project as it relates to this impact.

As a result of implementation of the proposed General Plan policies as described above and listed below, the impact of the General Plan, Phase I Zoning, and CAP would be less than significant.

#### *Impact of Belmont Village Specific Plan and Village Zoning*

The General Plan policies discussed above apply within the BVSP Area, which would reduce the potential impact within the BVSP Area. In addition, BVSP Policy 2.3-1 requires the City to promote new residential development for all income levels, and BVSP Policy 2.3-3 modifies development standards in the Village Corridor Mixed Use designation to allow for more housing. Both of these policies would help increase the available housing supply within the BVSP Area, reducing the need for development elsewhere. BVSP Policy 2.3-4 encourages on-site affordable housing and BVSP Policy 5.8-5 supports affordable housing to meet the needs of students, faculty, and staff of NDNU. In addition, BVSP Policy 2.3-6 encourages parcel assembly, making multi-family development more viable; BVSP Policy 2.3-7 promotes small-lot development which can provide affordable market-rate housing; and BVSP Policy 2.3-8 encourages well-located accessible housing.

The Village Zoning grants incentives for increased floor area ratio, height, and density in return for developers that provide on-site affordable housing that exceeds the City's requirements for inclusionary housing established in the Zoning Ordinance. This would further incentivize housing production in the BVSP Area and reduce the need for construction of housing elsewhere as a result of the Proposed Project.

As a result of implementation of the policies of the proposed General Plan, as described above and listed below, the impact of the BVSP and associated zoning regulations would be less than significant.

**Proposed General Plan Policies that Would Reduce the Impact**

*Land Use Element*

- 2.3-1 Encourage the provision of lower- and moderate-income housing to meet the objectives of the Housing Element.
- 2.17-3 Establish priorities for City funding to fulfill economic development objectives, including possible support for affordable housing and public infrastructure.
- 2.18-1 Continue to support Belmont's local businesses and recognize their valued contributions to the local economy and community.
- 2.18-2 Strive to improve the business climate for current and future businesses by establishing strong working relationships with the business community and other stakeholders.

**Proposed Phase I Zoning Regulations that Would Reduce the Impact**

**Unbundled Parking.** The following rules will apply as conditions of approval to the rental of parking spaces in new Multi-Unit Residential buildings with ten or more rental units:

- All off-street parking spaces that are beyond a base allowance of one per unit must be rented separately from the rental fees for dwelling units for the life of the dwelling units, such that potential renters have the option of renting a residential unit with only one parking space at a price lower than would be the case if there were a single price for both the residential unit and all of the parking space(s).
- Potential renters of affordable units shall have an equal opportunity to rent a parking space on the same terms and conditions as offered to potential renters of market-rate units, at a price proportional to the rent of their units as compared to comparable market-rate units. This stipulation shall be included in any agreement recorded between the City and developer pertaining to the affordable housing units pursuant to Section 29 (Affordable Housing).

**Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact**

*Land Use Chapter*

- 2.3-1 Promote significant new residential development to provide housing for all income levels and household types, with emphasis on affordable housing for students, persons with disabilities, seniors, and households with low, very low, and extremely low incomes.
- 2.3-3 Exempt development in the Village Core, Village Station Core, and Village Corridor Mixed Use designations from residential density requirements of a maximum number of dwelling units per acre, to provide greater flexibility in housing type and unit size. Residential development in these designations is subject to FAR limitations and other development standards established in Chapters 2 and 4 [of the BVSP].
- 2.3-4 Encourage developments to provide affordable housing units on site within new housing developments, instead of paying in-lieu fees.

- 2.3-6 Encourage the assembly of multiple continuous parcels to create larger project sites that are more viable for mixed-use and multi-family developments.
- 2.3-7 Promote infill development on small lots (less than 12,000 square feet) in the Village.
- 2.3-8 Locate building types that specifically serve individuals with disabilities or seniors close to accessible pathways to transit and public services.

***Infrastructure and Public Services Chapter***

- 5.8-5 Support the provision of affordable housing in the Village to meet local housing needs for students, faculty, and staff of NDNU.

***Village Zoning***

**Increased FAR, Height, and Density Incentives for Community Benefits**

**For Other Community Benefits.** Increased FAR, height, and density up to the maximum [shown in Table 31-1] may be approved by the Planning Commission for the following community benefits:

- On-site affordable housing in an amount exceeding the City's requirements for inclusionary housing established in the Zoning Ordinance.

***Proposed Climate Action Plan Measures that Would Reduce the Impact***

There are no strategies in the Climate Action Plan that relate to this topic.

***Mitigation Measures***

None required.